

1 BEFORE THE
2 NORTHEASTERN ILLINOIS PUBLIC TRANSIT TASK FORCE
3

4 MEETING HELD ON SEPTEMBER 26th, 2013

5 JAMES R. THOMPSON CENTER
6 ASSEMBLY HALL
7 100 West Randolph Street
8 Chicago, Illinois 60601

9 Met, pursuant to notice, at 9:00 a.m.

10 APPEARANCES:
11 ANN SCHNEIDER, Co-Chairperson/Secretary
12 GEORGE RANNEY, Co-Chairperson
13 RAUL RAYMUNDO, Member
14 PATRICK FITZGERALD, Member
15 DR. ASHISH SEN, Member
16 DR. SYLVIA JENKINS, Member
17 KATHY THOLIN, Member
18 DR. ADRIENNE HOLLOWAY, Member
19 TONY PAULAUSKI, Member
20 NICK PALMER , Member
21 ROBERT REITER, Member
22 DONALD TANTILLO, Member
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3 MS. SCHNEIDER: Good morning, everybody. I think
4 we're going to try and get started here. Before we get
5 started, we want to ask you that when you speak please
6 use the microphone. We had issues last night. We
7 couldn't hear what the Task Force was saying. For the
8 benefit of the court reporter, please, also state your
9 name before you make your remarks.

10 So with that I would like to welcome
11 everybody to the Northern Illinois Public Transit Task
12 Force second public meeting. Governor Quinn again has
13 given us a each a great opportunity to strengthen
14 Northeastern Illinois Transit System and elevate it to
15 the world-class status it deserves.

16 Most of you who were with us here last night
17 for our hearing, I want to thank you. It was a very
18 informative hearing. It was very helpful for us to get
19 testimony from each of the service boards and their
20 representatives. I think today what we want to do,
21 just generally, is follow-up on that meeting from last
22 night and talk amongst the Task Force members about
23 their perspectives, and then anyone answers questions
24 and how we should go forward with that.

1 The other thing that we're going to be doing
2 is getting an update from our working groups and
3 discuss the upcoming schedule and the interim report
4 development knowing we have a report due on
5 October 18th.

6 With that I would like to go ahead and call
7 the roll for the Task Force.

8 Carole Brown.

9 Patrick Fitzgerald.

10 MR. FITZGERALD: Present.

11 MS. SCHNEIDER: Bob Guy.

12 Dr. Adrian Holloway.

13 MS. HOLLOWAY: Here.

14 MS. SCHNEIDER: Dr. Sylvia Jenkins.

15 DR. JENKINS: Present.

16 MS. SCHNEIDER: Nick Palmer.

17 Tony Paulauski.

18 MR. PAULAUSKI: Present.

19 MS. SCHNEIDER: Raul Raymundo.

20 MR. RAYMONDO: Present.

21 MS. SCHNEIDER: Bob Reiter.

22 Dr. Ashish Sen.

23 DR. SEN: Present.

24 MS. SCHNEIDER: Donald Tantillo.

1 MR. TANTILLO: Present.

2 MS. SCHNEIDER: Kathy Tholin.

3 MS. THOLIN: Present.

4 MS. SCHNEIDER: Sonia Walwyn.

5 Ann Schneider. I'm here.

6 And George Ranney.

7 MR. RANNEY: Present.

8 MS. SCHNEIDER: We have a quorum, and I would like

9 to also bring up the meeting minutes from our first

10 meeting on September 3rd.

11 Are there any suggested changes or
12 corrections to the minutes from the Task Force Members?

13 We sent -- Just so everybody knows, we did
14 send the transcript from the court reporter as the
15 minutes, um, and I know that there were a few
16 corrections that needed to be made, typographical
17 errors, spellings that needed to be changed, but other
18 than that there were no changes. And if everybody
19 would like to take this narrow opportunity to look at
20 those minutes, we can postpone the vote on excepting
21 the minutes until the next meeting. That's fine.

22 MR. FITZGERALD: Motion to approve.

23 MS. SCHNEIDER: Motion to approve. Anyone second?

24 MR. PAULAUSKI: Yes, I second.

1 MS. SCHNEIDER: All in favor.

2 (Chorus of "Ayes.")

3 MS. SCHNEIDER: The meeting minutes are adopted.

4 Thank you.

5 Think the meat of what we wanted to do this
6 morning was to have a discussion about the meeting last
7 night, and what I would like that do at this point is
8 open it up to the members of the Task Force. I think
9 this is our chance to discuss what we heard and again
10 discuss whether or not there are any open questions
11 that we need to follow-up on with the service boards,
12 et cetera.

13 If you would like to comment on any of the
14 Task Force comments?

15 MR. RANNEY: George Ranney.

16 I would lead off with a couple of comments.
17 I thought we spent lot of time on governance. I
18 thought it makes sense to reference the context. We
19 were asking questions about governance of people who
20 have negative responsibility rather than being on the
21 board themselves.

22 THE COURT REPORTER: Excuse me. I can hardly
23 understand you. I'm sorry.

24 MR. RANNEY: Okay. I was commenting on the

1 governance discussion and what occurred to me is after
2 the meeting was over that it was, I think, probably not
3 the most easy conversations for the -- for the people
4 who were testifying with the exception of Mr. Hayes,
5 who didn't -- They were all people who were not on
6 boards, but still working for boards. And as
7 Mr. Claypoole said, their questions, in a way, were
8 above their pay grades, because they're working for the
9 people they would have been commenting on and their
10 performance.

11 So I think there are issues for us to be
12 followed up on in a different context as far as an open
13 meeting.

14 And I would also say, as several people
15 commented on the governance issues, if you think about
16 it, follow the issues relating to performance, and in
17 some respects the issues of performance we'll be
18 getting into more detail. I haven't had much of an
19 opportunity. That is the general comment, on the -- on
20 the meeting. I don't know if you would agree with me on
21 that, but I think you could think ahead on the
22 implications for how we go forward.

23 DR. JENKINS: Sylvia Jenkins.

24 I agree with you. So what my question would

1 be is that before we move forward, would it be

2 appropriate to invite the chair of each of governing

3 boards to come and speak before the group? Because

4 what I left with last night was, you know, an

5 understanding that everybody needs more money, but

6 that's typical when people are asked how to improve

7 they say, Give me more money. But we didn't really

8 hear any recommendations from them, and maybe it's

9 because it was above their pay grade of how the system

10 could be improved.

11 I'm sure that most of you read the comments

12 this morning in Crain's, the gentlemen who wrote about

13 the model could be similar to the MTA in New York, but

14 that was mentioned several times last night.

15 But I would suspect that for us to get to

16 governance structure, we probably need to interview the

17 chair of the governing board.

18 MR. RAYMUNDO: Raul Raymundo.

19 I reviewed some charges -- in how governance

20 may be a secondary question and not have anything to

21 do, again, with governance. So I would like to know

22 more about the agencies we're speaking of involved in

23 performance as an entity. But I got the sense there

24 they were still performing independently of each other

1 and not as a collective. And I think we need to learn
 2 more about how that synchronization takes place. Even
 3 when I heard, for example, the collaboration of the CTA
 4 and Pace about what they did on the South Side, at the
 5 end of the day, if I understood correctly, ridership
 6 went down, performance on time went up, synchronization
 7 of the work went up, but ridership went down, if I
 8 heard clearly from Pace.

9 So, you know, ridership is important to, I
 10 think, the overall financial viability of the system as
 11 a whole and to whatever is being claimed, that needs to
 12 be kept in mind.

13 So my question is: What is our overall goal
 14 for the next 20 years in ridership, because it's going
 15 to drive how we fund the system?

16 MS. SCHNEIDER: Doctor.

17 MS. HOLLOWAY: Adrienne Holloway.

18 I really want to echo that. We have had a
 19 little side bar conversation here in the aspect of the
 20 silo-oriented (phonetic) conversation that took place
 21 yesterday.

22 I understand that it may be difficult to
 23 bring the operational focus above the silo aspect and
 24 look at it from a regional perspective. I feel that

1 we're charged with looking at things a little
 2 differently. And if we were to be asked -- even if the
 3 people who were in the room that had that level of
 4 responsibility at the agency to look at their
 5 operations beyond just today, beyond just the next ten
 6 years and determine how best a collaboration can occur
 7 from their vantage point. Because my concern was, if
 8 no one is really looking at the operation from its more
 9 broader view, then we're not going to have a much more
 10 thoughtful plan and interrelationship between the
 11 different agencies or the interconnection of the
 12 systems within the agency. And then we probably will
 13 continue to play this catch-up or gap-measure type of
 14 oppose to transits in the region.

15 So I tend to hear that the way to maybe ask
 16 the agencies to put forward something beyond just the
 17 constraints -- the operations within the constraints of
 18 the current funding, but determine what can be a better
 19 system that integrates all of the operations and how
 20 they view it. And then maybe look at the funding
 21 aspect as a corollary to that. So helping us to move
 22 beyond the current situation that they're in.

23 I didn't hear that, and I was wondering if
 24 that could be done.

1 MR. PAULASKI: Tony Paulauski.

2 Couple of comments about last night.

3 Don't take this wrong. I was incredibly
4 dissatisfied with how arcane our responsibility --
5 there were both oversight and, um, just very
6 troublesome from -- the chairs.

7 I think that, um, we have a lot of resources
8 available to us and making sure that are plenty of
9 planning and long range predictions that have been
10 named and are part of our package in terms of the
11 strategic plans, reports for the, um, there's library
12 of information for us on planning, short-term planning
13 long-term planning.

14 I think what I would recommend, at least, I
15 would push this in my work group, is we need to use
16 these groups as more of resources for us so we are not
17 meeting -- We need to have these folks at that table
18 saying, what are you doing about this, you know, ten
19 years out, fifteen years out, fifty years out.

20 And/or maybe we didn't hear right, maybe
21 that's outside the expansion was -- and probably
22 getting and running, but in the long-term, like, the
23 Ventra card is going to be a good thing.

24 I am troubled that it's taken awhile for

1 Metra to get on board with the Ventra card. Maybe it's
2 tremendous task. I don't know.

3 The last thing I'm worried about in terms of
4 our role here and that being Transit is jumping
5 conclusions and easy solutions that could be worse than
6 what we have in place right now. There is a lot of
7 literature, you know, about how boards and companies
8 work and jump on the easiest solutions which may not be
9 the best solution.

10 So I caution us all to use the resources that
11 are available to us from the various service boards,
12 and then look at the resources that they require.

13 Last thing, I would like to learn more about
14 CMAP. Um, I had occasion to interacted with them on
15 another task force, and there have been, you know,
16 papers and obviously looking them as possibly where
17 they are with the RTA, that was mentioned last night.
18 I would like to learn more about CMAP and maybe a
19 separate session with RTA and CMAP and learn a little
20 bit more about that.

21 Kind of lot said there, but thanks for the
22 opportunity.

23 MS. SCHNEIDER: Any other comments?

24 MR. FITZGERALD: Pat Fitzgerald.

1 My question with performance is getting a
2 baseline that we are all comfortable with as the
3 appropriate performance benefits.

4 I have been in government and I know there's
5 a group that does seven things really well and three
6 things not so well, and they want to ask for resources
7 they will point to the seven things they do really
8 well. And people like us have questions about the
9 three they don't do so well. I think there's an
10 element that people who are not transit experts or
11 transportation experts, if you just look at the
12 literature and say, What are the most important
13 references.

14 So we hear then the lowest operating cost per
15 passenger mile, where is that in the, sort of, ranking
16 of the most important things to measure, because we all
17 know that what you measure is essentially what you
18 manage. The whole goal here is to have a world-class
19 transportation system. We have goals we're shooting
20 for. And I would like some information about what
21 those metrics ought to be. And then those ones that we
22 think are the most important, how are those able to
23 stack up.

24 MS. SCHNEIDER: Dr. Holloway.

1 MS. HOLLOWAY: I just wanted to add to that. For

2 this very important. One of the --

3 THE COURT REPORTER: I can't hear you.

4 MS. HOLLOWAY: -- one of the other aspects I would

5 like to see is the qualification of determining what

6 are the peer agencies in the nation that they're

7 comparing themselves to, so that we see whether or not

8 they're aspiring higher so that we're not looking at

9 these agencies that are not necessarily those that are

10 real competitive with us, maybe even looking at

11 agencies that are more competitive -- we're less

12 competitive with but want to become so that we can see

13 where we should be striving towards as opposed to where

14 we're at now, and maybe the measurements will be equal.

15 So giving us an indication of why -- the peer

16 reference independent of the material we had received

17 and whether or not those are the appropriate ones to

18 measure their performance measurements against.

19 MS. SCHNEIDER: Yes.

20 MS. THOLIN: Kathy Tholin.

21 I wanted echo on the comments made about

22 looking at the bigger picture of performance and goals,

23 and this is part of the conversation that we had in our

24 working group, our initial working group meeting.

1 I think that it will be effective if all of
2 the rest of the pieces of this charged us if we can
3 start with a good common frame work not just operating
4 efficiency, but what are the goals that we are seeking
5 our transit system to achieve for the region and all
6 the other things that we have just been talking about
7 fit into that compared others, you know, how do each of
8 these components contribute to that, what are the most
9 important ones.

10 So think that's a critical part of our work
11 going forward, and I would agree that we heard a lot
12 about some of the building blocks of the performance,
13 but we didn't talk about sort of the broader vision of
14 what we are looking to see Transit contribute to its
15 riders and to the region, and I would like to ensure
16 that we focus on that in our next round.

17 And I think the suggestion of -- also CMAP is
18 an extremely important one. Our working group also hit
19 on that as an important piece of thinking about overall
20 planning for Transit in the region.

21 MR. RANNEY: George Ranney.

22 Again, I would like to follow-up with the
23 point you made of metrics, other than, you know
24 operational literature.

1 You talked about how Transit contributed to
2 the region. Can you say more about that, so that we
3 can better understand. And that was -- it was not a
4 question I was trying to the --

5 THE COURT REPORTER: I'm sorry. I can't hear you.

6 MR. RANNEY: The question that I was going to get
7 at the end of the day was on performance benefits is
8 what Kathy is talking about now, what are the metrics
9 that indicate where the transit is contributing most
10 economic growth or other issues which really were
11 addressed yesterday.

12 MS. THOLIN: I think one of the challenges is, in
13 fact, defining what those her criteria are, because we
14 know, you know, we see some things that are clearer are
15 some of issues with the operational pieces. But I
16 think that -- think about kind of things that Transit
17 of the region has planned, access to jobs, you know,
18 who has access to jobs throughout the region and, um,
19 and connection of Transit other than jobs as we
20 actually work in some metric today or not to work. So
21 the contribution, that availability of Transit for
22 mobility in the region including access to jobs.

23 The connection between economic development;
24 are we maximizing the economic development benefits,

1 are we prioritizing, how do we think about the linkage
 2 between land development around existing transit and/or
 3 connecting opportunities for new developments and
 4 opportunities for new Transit. You know, how do we --
 5 what those meant, and how do transit to the broader
 6 economic development both of region say the goal for
 7 getting the 2040 plan. I think we have some more work
 8 to do to figure out what all those metrics we
 9 mentioned.

10 MR. TANTILLO: Don Tantillo.

11 I guess the question I would like an answer
 12 to would be if there were ideal financial
 13 opportunities, um, you have people talk about the
 14 current system is totally not sustainable. We have
 15 people who say there's 1.8 billion in need to keep
 16 things just the way they are and they only have
 17 500 million. So what I heard was we're looking at
 18 shortfalls and I think it's really admirable, given
 19 that those statements are accurate, what a good job
 20 that we are doing.

21 However, what I would like to hear is if
 22 there was the proper finances, what will your vision be
 23 then? Because what I see now is our vision is cramped,
 24 because we can barely keep what we have rolling,

1 working. How can we talk about a 21st or 22nd century
2 transportation system when the reality for the people
3 who we heard yesterday was we cannot keep this up. I
4 mean, when somebody tells me it's not sustainable, and
5 that person has worked in the industry for 34 years,
6 that catches my attention and makes me think, okay, if
7 it were sustainable what would the future look like,
8 and then -- Because I heard a lot of competition
9 yesterday, like we are all fighting for the same
10 dollar, and I understand when you fight for the same
11 dollar, when have you competition that's good, but the
12 bad side is it's like somebody else got something and
13 you think you didn't.

14 I thought Nick had a great question about all
15 of the money coming from outside the City of Chicago,
16 but people from those communities, from those counties
17 having no representation and how that possibly, as I
18 understood it, could change the nature of the way we
19 look at things and maybe perhaps have suburban
20 communities have more of a vested interest because they
21 have people sitting on boards that they're currently
22 not sitting on.

23 I think particularly his question dealt with
24 the CTA. That was terrific question. So that's are

1 the kinds of things I would being look for.

2 MS. SCHNEIDER: I would like to note that

3 Nick Palmer has joined us, as well. I would like to

4 add a comment.

5 One thing that struck me last night, and I
6 asked this question of the representatives of the
7 service boards, and really it was focused on the RTA.

8 My question was that interoperability and the
9 interconnectiveness that the board, and it seemed to me
10 that the RTA, in particular, indicated that they really
11 had very little authority over the regional board. The
12 only tool in their tool box was whether or not to
13 accept the budget. And yet they have put together and
14 prepared a strategic plan, and they also put together
15 and prepared performance measures.

16 So what that leaves me questioning is whether
17 or not that's really effective, or are they just using
18 reports they are just sitting there and that are
19 somehow not being implemented in some of the operations
20 of the different service boards. And it was
21 interesting to me, I thought part of the goal that the
22 RTA would be playing would be looking for the
23 opportunities for that interconnectiveness among the
24 three service boards, but sounded like the three

1 service boards were creating those opportunities
2 amongst themselves and did not have any plan or
3 connecting way with the Ventra Card which the CTA,
4 Pace, CTA taking a lead on that, and you know, Metra
5 now just coming on board with that and some of these
6 service issues. And then we hear the CTA talk about
7 that in an emergency situation they honor each others
8 fair cards. Why isn't that done a more uniform basis.

9 And it seems to me that that should be something that
10 is the regional perspective to bring to that, but it
11 doesn't seem like that under the current structure
12 we're given that kind of direction or leadership for
13 those types of things to occur. And I think to really
14 take into consideration that we're operating with very
15 constrained resources. I think we have to be creative
16 in looking for ways to be as efficient as we possibly
17 can. And a lot of times that means have to work with
18 our transportation partners to create those
19 opportunities within our existing resources.

20 I didn't get the sense that that is what is
21 happening right now. And I think that I just wanted to
22 throw that out there and think those are some addition
23 areas that cover both system performance and governance
24 finance that we probably need to follow-up on between

1 what we're doing and really try to dig into this deeper
2 and figure out where we're going.

3 Are there any other comments?

4 Raul.

5 MR. RAYMUNDO: Raul Raymundo.

6 Again, it's not -- I don't think there's a
7 failure in the number of monies that we have, everybody
8 has a plan, but what is the correlation of the
9 synchronization of the regional plan, um, so we have
10 these long-term goals.

11 My understanding -- Again, I'm not a
12 transportation expert, whatever metrics we begin to
13 look at, performance, ridership, customer service are
14 all critical, but it seems to me that it costs the same
15 amount of money to ride a bus for ten people versus
16 thirty people. It costs the same amount of money to
17 have a train with ten people or a hundred people. And
18 so you know -- get into this, um, collective goal of
19 ridership, because the cost seems to be fixed is very
20 important when we're looking at the long-term increase
21 in ridership with performance and customer satisfaction
22 and so forth.

23 Again, I go back to how do we begin to look
24 at an ideal situation for funding is not a problem, um,

1 and funding -- is ridership -- because it's going to be
2 the same amount of money whether it's a bus with ten
3 people or forty people.

4 MR. PAULAUSKI: It's good to be able to dream and
5 tell us what kind of reality they have. And when I
6 look at the cut in capital funding, maybe I misread
7 them, but I want to say when I looked to the strategic
8 planning of the RTA, I saw capital cuts for about --
9 correct me if I'm wrong -- about thirty-four to
10 thirty-eight million dollars, and now they're down to
11 about six or eight. I mean these are huge, you know,
12 loss resources for our transportation system.

13 Also the State, folks, we're looking to have
14 four billion dollars shortfall in our own State budget
15 if the income taxes don't -- and I don't hear anybody
16 talking about that. So there is some real fiscal
17 realities here. I mean come up with some pie-eyed, you
18 know, ideas about this whether is what we need to do,
19 but the reality is, I think, you are on base here. How
20 do you increase ridership?

21 I don't know about you; I took Metra today,
22 at least the car I was in at 7:30 in the morning, every
23 seat was taken. How was your ride in today?

24 MR. TANTILLO: On the blue line there was standing

1 room in the cars, and I don't think one more person
2 could fit in the car.

3 MS. SCHNEIDER: I would like to add one thing just
4 to put, I think, the task before us into a little bit
5 even broader perspective is that; next year in Congress
6 they are going to be looking at the service
7 transportation bill which is Matter 21, and that bill
8 expires a year from now, and over the next 12 months
9 there is going to be deliberations over that. The last
10 time that bill was put up in Congress there was a
11 version that would have moved the funding for transit
12 from the federal level to the federal general trust
13 fund. And because of the concerns raised by the people
14 in the Chicago area, particularly Congress people from
15 both sides of the aisle, that effort was stopped
16 because that would have created a situation where that
17 funding would have to compete with all the other
18 programs at this level for those resources.

19 And so I think it's really important for us
20 to remember that what we do here is also going to be
21 carefully monitored by my friends on Capitol Hill as
22 they move forward in their deliberations, because they
23 are the ones that make certain that they're making
24 sound investments in Transit and that Transit's going

1 to continue to be funded in the way that it is
2 currently.

3 So I think that also -- I wanted to bring
4 that perspective of our conversations, that we look
5 forward people, because without that federal
6 investment, I think, that the systems here would become
7 even more challenged to do what it is that we're
8 talking about in terms of performance and delivering
9 increase in ridership and really playing a broader role
10 in the economy of the region and the economy of the
11 State. So I think we all need to keep that in mind as
12 we move forward in our deliberations, that we're being
13 watched very closely by those who make those decision
14 next year.

15 So it sounds like we've got some other things
16 to follow-up on. We will, as we go forward, try to
17 work with each of you to figure out how best to figure
18 our future public hearings and who we should invite,
19 and the questions we need to have answered.

20 I think that we got just briefly into the
21 ethics issues last night with each of the service
22 boards. I know that we had sent detailed
23 questionnaires related to the ethics questions, and
24 Mr. Fitzgerald had asked some very pointed questions.

1 I think that's an area that we also want to watch
2 closely as we go forward.
3 And with that what I would like that do at
4 this point is, George and I talked about this
5 previously, that we would like to have each of the
6 working groups chairs give us an update as to the
7 deliberations that they have been having at the working
8 group level. Specifically, we would like to know what
9 topic areas that they're considering and looking at.
10 They know what their upcoming schedule is, what that
11 is, any concerns that they have, and we would also like
12 to understand their need for information, the
13 strategies that were very nicely offered to provide
14 additional resources support, if necessary, and we're
15 looking at other opportunities to bring additional
16 experts in to help us as we continue the important work
17 that we're doing.

18 So with that I think we would like to go
19 around to each of the chairs or someone from each of
20 the working groups to give us an update on what is -- I
21 think since I have done it, I might start with ethics
22 and then move to Pat Fitzgerald for that.

23 MR. FITZGERALD: Thank you, Ann.

24 The Ethics Working Group had a brief meeting

1 on September 16th that was primarily organizational. I

2 think what we really came away from that was we should

3 perhaps propose a letter to go out from the Task Force

4 and ask questions in the way of gathering information.

5 And we thought that it just didn't make sense to have

6 people stand here at a table and to give them a pop

7 quiz on what regulation applies to this or that and

8 watch them sort of turn to their staff and say, I will

9 get back you.

10 So after that meeting we drafted some bullet

11 points of what we thought would be appropriate to ask

12 and that letter is on the web site, and that letter

13 should be responded to by October 1st.

14 The letter broke down a number of different

15 issues and asked for an early response by October 1st

16 on certain ones, including some of the issues that deal

17 with patronage.

18 There are other issue that I -- before

19 yesterday's hearing the balance of the responses are

20 due, I believe, and totaled. So we should get a lot

21 more information.

22 I do think that the method of using letters

23 works, because you have in place the finite questions.

24 Usually writing letters, when you send them and allows

1 people to give concrete answers on decisive provisions.

2 One of things I want to make sure is that we don't miss
3 something. We have the impression that the way things
4 work is a certain way. There are no rules governing
5 that, governing X, and then we find out what they are.

6 With regard to that, some of the issues that
7 come up, and I don't list them in order of
8 importance, but one issue which I think at the end of
9 the day may not mean a lot in substance whether it is
10 important for appearances is that we don't seem to have
11 background checks done, and that is important. And I
12 think of the 47 board members is anyone a convicted
13 felon? No.

14 But it strikes me as odd that we have a
15 transportation system where to drive a bus you have to
16 have a background check, but to serve on a board
17 responsible for vast sums money, the entire operation,
18 we don't seem to do that.

19 I think the stage needs to be set in
20 developing a review and perhaps we will find out from
21 the appointing authorities, but that's an issue to
22 follow-up on.

23 Secondly, I think the Ethics Working Group,
24 we're in violatio

1 people's work. So we didn't coordinate with the
2 Governance work, but we need take it as work in
3 progress. There are issues on the governance
4 perspective as whether there are particular
5 qualifications for people who serve on the board
6 besides perhaps residents and should be looking at
7 requirements for board members that have a special
8 experience here in transportation management or audit
9 or ethics or governance, and that's an issue that we
10 need to make sure one of us has at least covered and not
11 zero -- And that particularly we need to focus on
12 transparency of this process.

13 I think the matter of that was raised at our
14 first meeting, and raised issues about the transparency
15 of the appointment process and sort of between ethics
16 and governance we need to address that issue long-term.

17 A third issue which may be ethics or may be
18 governance is the issue about payment for board
19 members, and again, you take the sums money involved
20 and multiply it by the 47 board members, it may add up
21 to a sum, I think it's a million dollars. In the real
22 world that's a lot of money. In the context of the
23 overall budget, it's not, but I do think this is an
24 incredibly important

1 riders in the system to, um, believe correctly that
2 everyone serving on the board is serving because they want to
3 contribute to making this a world-class transportation
4 system, not a perception that this is a club that's
5 given out in return for a favor, and that's
6 particularly true when pensions apply. People think
7 that people serve because they are getting paid or get
8 a pension; that's a serious issue for the tax payers.
9 Again, we've have to coordinate with governance for
10 that issue.

11 The next issue that's really important are
12 removal issues about when a board member can be
13 removed. Again, it overlaps governance and we need to
14 coordinate. I think there are two very important
15 factors here; no one wants to see someone engage in
16 wrongdoing and then watch them sit on the board because
17 they wouldn't leave after they have done wrongdoing.

18 On the other hand we have the notion of due
19 process in terms of a board member not to be lightly
20 dismissed, but more importantly.

21 An important issue would be have the tax
22 payers and people receiving service that people not be
23 subject to a sort of dismissal if they take an unpopular
24 and correct vote. And a lot of that may depend on the

1 ultimate structure. I know people may want four
 2 boards to be one. I got the sense from other
 3 people maybe the four boards ought to be three. But
 4 whatever the number is, we are going to ask people to
 5 take a larger interest and go beyond the constituency,
 6 maybe balance the need to remove people for
 7 malfeasance with the need to make sure that people who
 8 do the right thing -- that's unpopular -- without undue fear.
 9 That's going to be a tough issue that we need to be
 10 very thoughtful of.

11 Patronage issue, I will say it's a real
 12 issue. There have been instances in the past -- this
 13 is Illinois, this is Chicago. You can't believe
 14 reality -- patronage is something we ought think about,
 15 not a lot of people doing things about it, but it's there.
 16 We'll take this issue head-on. We've received materials, we
 17 should receive more, but we need to make clear that
 18 it's an issue that needs to be paid attention to.
 19 Politicians interfere. It's clear it's against the
 20 law, and people should not take politics into account
 21 in making hiring decisions.

22 And the next issue submitted in the Ethics
 23 Committee is the Conflict of Interest Rules, what board
 24 members could do in terms of engaging in business that

1 may be before the board, or having relatives with

2 business before the board, involving prohibitions about

3 how long after the appointment of a board member someone

4 can engage and do business with the agencies, and what

5 financial disclosures ought to be made.

6 A number of those questions were put forth in

7 the letter that went out last week, the answers are due

8 next week. We received some questions on that sort of

9 thing. I think we will reserve that and take a closer

10 look, but clearly we need to make sure that we have a

11 very tight set of Conflict of Interests Rules and

12 Disclosure Rules.

13 And the same issue applies to the lobbying.

14 We should take another look at lobbying, what the rules

15 are or are not or should be.

16 And finally I just say this; that I think

17 that we should, since the follow-up letters would be

18 useful for the procedures and we will work to

19 coordinate with the governance committee. And as we

20 get information back, I think that it makes sense to

21 have an open hearing and invite people to testify and

22 we will. What we're looking for is to have members --

23 I would have thought the idea of that report -- I think

24 that's coming up later, but think the Ethics Working

1 Group, the most important thing is we get it right.

2 A lot of these issues have been around a long
3 time, and we want that report by October 18th. And
4 at the end of the day I would like to temper
5 expectations, and we're not going rush to do something
6 by October 18th. After what Tony said, think there's a
7 lot things you can do, rearrange the chairs quite
8 quickly, but you want to make sure that the chairs are
9 in a better spot than when you started. And there's a
10 lot of things you can react to and the government often
11 does react to one crisis and then just waits until
12 there's a problems and give it direction.

13 The moment we think there's something ready
14 to sort of call out, we will do that. And any of these
15 issues we get to sort of a comfort level before
16 October 18th if the working group says something to a
17 larger group, we will. My overriding principle is to
18 get it right, and the second principle is to make sure
19 we get it done by January, the over all job. And what
20 we can get done by October will be great, but we want
21 to be, um, right with that question.

22 MS. SCHNEIDER: Are there any resources that the
23 working group would need beyond what we've been able to
24 provide so far?

1 MR. FITZGERALD: I think, so far, we're asking a
2 lot of questions of the agencies themselves, and so I
3 think a response, and quick one.

4 As we go down the road there may be lots of
5 questions about that, and one of the things that we may
6 be asking for is for ourselves from other peer agencies
7 or boards; I know that we only received information the
8 other day, just looking at the removal process and pay
9 structure. But there is something to be said by
10 looking at another agency and saying, you know, if some of
11 these issue are insurmountable and how can they handle
12 that. We will not be shy about asking for help on
13 that.

14 MS. SCHNEIDER: Thank you.

15 DR. JENKINS: Could I just ask: if there was
16 something else that the committee could use as the
17 responses come in?

18 THE COURT REPORTER: I can't hear you.

19 DR. JENKINS: Sylvia Jenkins.

20 When the responses come in if somebody on the
21 staff could actually put those in some of kind of Excel
22 spreadsheet where we could do comparison on one sheet
23 to the same answer from all of the service boards
24 rather than having to flip through responses on four

1 different sheets of the paper? Just a formatting
2 request.

3 MR. RANNEY: We're relying very heavily on the
4 responses we get the from the riding system, what could
5 or should we be doing to add information. Could that
6 information --

7 THE COURT REPORTER: I can't hear you.

8 MR. RANNEY: I am asking the question about how do
9 we ensure that information in these troubled areas -- I
10 am not suggesting that they are now at all, but how do
11 we know with some degree of confidence that the
12 information we're getting about what is really
13 happening is actually what happened--

14 MR. FITZGERALD: That's a very good question. And
15 I think in some places we will have a hundred percent
16 confidence and other places we will have a lot less. I
17 will be less cryptic about that: if we're asking what the
18 rules are, and one of the things we learned from the
19 letter process -- I heard some discussion that certain
20 agencies did not think that the Rutan
21 decision applied. Not to be lawyers, but the Rutan
22 decision is a Supreme Court case that says -- shouldn't
23 be allowed to use the hiring of state employees with
24 the exception of certain positions where obviously a

1 Governor wants to come in and have someone from staff
2 for policy views, but you shouldn't be hired as bus
3 driver or not hired as a bus driver because you pulled
4 "D" or "R" on the ballot.

5 And so when we heard that some agencies might
6 not think the Rutan law applies, it became
7 semantics -- the agencies involved said that Rutan did
8 not apply - but believed that the statute, in fact, that prohibits hires
9 based on political decisions applied. So the baseline
10 is that no one disagrees that politics or political
11 influence can't occur in hiring.

12 As to what's going on, what is out there for
13 people to disagree with, I view our role as a Task
14 Force as not an investigative role. So if someone says
15 there are five people working at X agency who got their
16 jobs through politics, I don't see us holding a hearing
17 saying, Tell us why Mr. Smith or Miss Jones got the
18 job.

19 But being aware of that, those allegations
20 have been made and knowing there's a recent report of a
21 few employees within Metra, finding that a political
22 hiring was made, I think we have to just not assume
23 that we can just think we're all going be working and
24 the law must be the following. And I have a sense

1 that's what's going on at some of these boards, for
2 whatever reason. That's why I think we need to have a
3 situation where we're going to make a clear legal point
4 of what the rules are. Also, we need to make sure
5 there's role in place for verification.

6 City workers have folks that they did not
7 hire because of the political affiliation or campaign
8 work, or did not hire someone because they did campaign
9 work for someone else. There's no question why we have
10 do that for certain agencies.

11 And recognizing that certification's end, we
12 need to look at who is doing the oversight, and the
13 people who are responsible for making sure that there
14 isn't political hiring, how are they are insulated from
15 what's going on? What is the role of the Office of
16 Inspector General. Those are key positions and the
17 right resources to focus and do something.

18 I think we can verify what the processes
19 are. We can verify what forms they file. We can
20 verify how do they claim and what they certify and we
21 can change that.

22 As to whether or not it's going on despite
23 that, we need to set up a system looking forward that
24 puts someone on point to look at these issues. But I

1 don't think it fits our charter to look backward and
2 make factual findings.

3 I'm not oblivious to what concerns are out
4 there, but I think we can't be constrained in what we
5 think.

6 I hope that answers your question.

7 MR. TANTILLO: I will just say we have been
8 talking about some of these issues before in the work
9 groups and if there -- if there are issues with what
10 we're saying we should understand that now. But I'm
11 satisfied with that it, but does mean we should not
12 have information before the meetings because that would
13 be helpful.

14 MS. SCHNEIDER: Dr. Sen.

15 DR. SEN: I would like to suggest that the Ethics
16 Committee also think about whistle blowing and have a
17 procedure when the whistle sounds, because we need to --
18 recently we have a case wherein a --

19 THE COURT REPORTER: I can't hear you.

20 DR. SEN: I mentioned that we should have a
21 receiver of whistle blowing, because, give an example,
22 in the CTA we had a case where, you know, it was a
23 meaningless whistle blowing, but it ended up costing a
24 lot of money, because you had to hire an out agency or

1 outside consulting firm to come and verify that it was,
2 in fact, a meaningless whistle blower. So someone who
3 will investigate this with the inspector general,
4 whoever --

5 MR. FITZGERALD: You're right, Doctor. One of the
6 things in the letter that went out asks questions about
7 what whistle-blower provisions there are, what
8 protection there are for whistle blowers. So that is a
9 key part of what is in the issue going forward for us.
10 The whistle blowers play a very important role. We
11 want to make sure they don't accuse people falsely by
12 blowing a whistle, but we really want to be assured
13 that people can blow the whistle and not only will
14 certainly be taken seriously and there won't be the
15 retaliation, but people have to have that belief before
16 they pick up the phone. But I can tell you from my
17 prior life there is a credible reluctance for people to
18 come forth with certain things.

19 I can also say the ethics appeal to
20 governance we were asked about were procurement issues,
21 because obviously that ties in with the conflict of
22 interest. So we want to make sure that people have
23 clear lines of what the rules are and that there's
24 vigilance to that.

1 And also, to focus on WBE / DBE Enterprises
 2 and understand that there's a tension between wanting
 3 to make sure that we're robust in achieving policy
 4 goals of expanding the WBE / DBE involvement, but we also
 5 see that problems occur with people who aren't
 6 entitled to those benefits and want to make sure those
 7 rules are set up and get a sense of that. So those are
 8 in the request to come.

9 MS. SCHNEIDER: I think with that we should go to
 10 the Governance Committee and their report. And
 11 Dr. Sen, if you would like to give that report that
 12 would be great.

13 DR. SEN: We have a frame work, but we don't have
 14 any specific recommendations. We met yesterday and,
 15 correct me if I get it wrong, the headings that we
 16 formed in the -- First of all, they show
 17 accountability; accountability to whom, to users or to
 18 tax payers and to what extent. I remember former
 19 chairman of the RTA saying that his main clients were
 20 nonusers, um, and then that leads immediately to who
 21 should appoint board members and whether they should be
 22 elected. And then from accountability immediately sort
 23 of follows that, you know, the issue of oversight and
 24 the divided oversight and to do oversight of the entire

1 system, and if we want stronger oversight, then we need
2 to inform the RTA or RTA equivalent, or have a single
3 board, or have additional oversight from the State.

4 Yesterday we heard that we have in some areas
5 we have too much oversight and we probably need to look
6 into that. Of course, every bit of oversight costs
7 money and you have to be aware of that. There is also
8 the issue of oversight by buyer service board. We
9 looked into that or at least noted it as an area. And
10 some of the things that come out of that is reduced
11 board sight.

12 Much of this comes out of the literature
13 which seems to imply that very large boards aren't as
14 effective, small boards is too much interference, large
15 boards are not, you know, generally let the CEO run
16 away with everything.

17 Also specifying board duties and
18 responsibilities, question of detailed job description
19 for board members. And something that's very heavy in
20 the literature right now is specifying performance
21 goals for CEOs. And I found that very interesting,
22 because yesterday the RTA chair talked about punishing
23 service boards. I think the issue should really be,
24 you know, on the CEO rather than -- don't shut down CTA

1 service if you don't like something CTA has done, but
2 you might want to take it up with the agency head. So
3 performance goals for the CEO.

4 Then the issue of whether some positions
5 should report directly to the board, CFO position
6 should report directly to the board or to the CEO. And
7 then high ethical standard which overlaps with the
8 ethics committee means of recall -- recall but there is
9 always the issue that one person could be somewhat
10 independent; on the other hand, you know, you want him
11 to be doing or her to be doing something bizarre or
12 getting arrested or something.

13 Something else that I feel very strongly
14 about personally, just a personal thing: The board
15 should have -- here I propose that boards should people
16 knowledgeable about transit, finance, IT, construction.
17 The literature suggests that the boards should have
18 some civic leaders on them.

19 But I feel very strongly about a couple of
20 areas; for instance, I think that we should have IT
21 people on the board. IT has become some important and
22 I may be falsely convinced, but I am more or less
23 convinced at the moment, that we spend too much money
24 on that. And we can go into that at another time, but

1 it's not corruption money, but it's -- we do spend too
2 much.

3 And then to be sure, board members having
4 background checks.

5 By the way, I am on the CTA board and I did
6 have a background check; maybe not as stringent as when
7 I was up for appointment, but it was a reasonable
8 background check.

9 Then there is in short a demographic balance.
10 I was yesterday somewhat appalled that Pace which
11 serves the disabled community has only one person from
12 that community or presenting that community that was a
13 City appointment, you know. So you know we need to
14 look at that.

15 Then the issue of efficiency, and obviously
16 that some of the items there is reducing the number of
17 boards, you know. I know that's not a lot of money,
18 but still it's some money. Number of -- Reduce the
19 number of board members. Reduce -- Eliminate board
20 members. Reduce board budget, board budget -- those --
21 I'm not convinced these are all good things, because
22 sometimes when you do these things you reduce oversight
23 which often caused expenditures by itself. I was on a
24 board many years where in our wisdom we got rid of the

1 audit -- internal audit and, of course, costs
2 mushroomed.

3 And then -- But there is, I think, there is
4 opportunity to reduce duplication of actives between
5 agencies. Here I'm distinguishing agencies and boards.
6 Agencies are overseen by boards.

7 And then I raised the issue which I would
8 like to discuss with the co-chairs and people in
9 finance is that can nontransit agencies sometimes do
10 the work more efficiently than transit agencies are
11 doing. And couple of examples I have, and one I think
12 is probably wrong but I mention it anyway, that can --
13 the RTA does various certifications, and can some State
14 department which is more used to doing certifications
15 do them more economically. Or can the rules for
16 certifications be changed so that they can
17 automatically get certified by one certification
18 leading to another certification.

19 Another thing that RTA is provide route
20 guides. I know there are a number the companies that
21 privately do it. Is there a reason to do it? They do
22 route guidance on the telephone. Can that be
23 privatized so that a person has to listen to a
24 commercial message and the get guidance. But these are

1 all finance issues, but it came out -- of course we're
2 all overlapping in everything.

3 And then finally we talked about regional
4 coordination, and that, of course, means duplicating a
5 single board or RTA -- being --

6 That's all for the committee report, but I
7 would like to follow that with a couple of personal
8 comments.

9 One is that being on the CTA board I know
10 that collaboration with Pace is actually pretty good;
11 with Metra difficult, and if Metra does not adopt some
12 kind of uniform fare payment system it's very unlikely
13 that it's going to improve at all. Because with Pace,
14 for instance, you know whether the person is on the
15 Pace route or not, and a portion of the money is used
16 appropriately. So at least at some level it works
17 uniformly.

18 On matter of finance, you know, yesterday --
19 I know where those numbers are coming from. We can get
20 into that if someone wants me to mention, but yes,
21 there a huge, big shortfall. But some of, you know --
22 you can't expect that from taxpayers right now,
23 probably, if I'm realistic. So we have to look at
24 whether these agencies can operate more efficiently,

1 and I would like to request that the finance committee
2 look at efficiency. I personally think they are not
3 enormously, but five, ten percent levels is achievable.

4 We saw one example yesterday which I keep
5 harping on is signal priority, the service
6 improvement -- and saves costs at the same time. And I
7 had talked to one of the co-chairs yesterday about
8 that. The thing is that there is some dissatisfaction
9 from highway agencies. But right now we have a program
10 with the mayor and a program with the governor and this
11 may be the time to push it.

12 Thank you. That's all I have.

13 MS. SCHNEIDER: Any questions for the governance
14 group from the other Tasks Force members.

15 DR. SEN: Did I do okay?

16 MS. SCHNEIDER: You got thumbs-up.

17 With that he talked a little bit about
18 finance. So let's go to the Finance Group and I know
19 Carole Brown is the chairperson of that group couldn't
20 be here today. Kathy Tholin who is on that group will
21 give their report.

22 MS. THOLIN: I will give the brief report as the
23 representative of the group that's here at the table
24 today.

1 We had one organizational meeting a few days
2 ago in order to just begin to look at a charge for the
3 group, and we recognized that there's a range of
4 finance -- very wide range of finance issues included
5 in the report efficiently. We do fall short in the
6 gaps for the future, what are the opportunities for
7 utilizing -- what are the opportunities today to bring
8 more funds into the system, what are our aspirations in
9 the long haul.

10 We agreed as an operational focus that we
11 would -- we needed to gather some additional
12 information from the Transit agencies about current
13 finance and gaps. And so we have asked for some input.
14 We asked specific questions for them to come to and
15 speak to our subcommittee.

16 We also recognized the one issue is the
17 question of how we utilize those funds we currently
18 have and the way they are allocated and how that
19 relates to the needs as the system sees them today.
20 And we also understand that there's a report and some
21 consulting done for the RTA on this question, so we
22 have -- we will be looking at a report from Delcan
23 (phonetic,) I think, to get some of these issues and
24 asking them to come and speak to the working groups

1 about their finance to date.

2 We also recognize that we should look to --
 3 these are challenges being faced by agencies across the
 4 country. They're not -- funding finance issues are
 5 certainly not unique to us, and that it's important to
 6 look more closely at some of the initiatives in our
 7 peer regions around the finance issues to understand
 8 what are the opportunities for us and what our, in some
 9 sense, our competition is doing as they look for the
 10 resources to support their system, as well.

11 So far from a procedural point of view, we
 12 asked for some further information, and we're gathering
 13 some further information for the working group, um, to
 14 be begin to look at these issues.

15 The other point is that Chairman Brown
 16 suggested that finance is an issue that cuts across
 17 some of these other questions, and so to the extent
 18 that other working groups are encountering and dealing
 19 with questions that will have finance implications that
 20 finance people should be prepared to try to address
 21 some of those issues, as well. So, um, certainly some
 22 of the system performance questions may be perhaps the
 23 governance questions as they have finance issues linked
 24 to them we would welcome any feedback from those groups

1 as to issues that you would like some further
2 consideration.

3 MS. SCHNEIDER: Any questions for the Finance
4 groups? I keep calling? on Kathy, because she's also
5 the chair of System Performance so that would --

6 MR. PALMER: I am Nick Palmer. Just a comment
7 kind of question for finance.

8 Coming out of last night's discussions,
9 obviously funding is one of the major issue. And we
10 have in governance committee we have a lot of different
11 models that are proposed in effect to save money, but I
12 guess a question I would ask going forward is: If we
13 eliminated the boards or the salaries or reduced the
14 amounts for the budgets for the boards where would that
15 money go, because when we -- I don't know if this was
16 just for Metra, but I know Metra's representative
17 talked about how 55 percent of their operation budget
18 comes from fare recovery and 45 percent is from sales
19 tax. So it almost seems like that is a disincentive to
20 increase ridership. I mean, if you can get that number
21 up, but if we're short on capital and you're not
22 getting a good recovery from -- I mean, it seems like
23 there's is a disconnect there, that we can't add to
24 capacity and we can't expand the service, but we can't

1 expand the sales tax, I don't think, any further right
2 now.

3 So there's kind of two questions is where
4 would that money go, where do we think it will go; will
5 it go into operations or will it go into capital. And
6 then, how much can we really save by doing that.

7 I'm not expecting an answer right now. I
8 think it's something we need to continue to look at.
9 Consolidation is a good thing, but where will that --
10 where do we think the money is going to go to. Because
11 we're short operational money, we're short on capital
12 money, too.

13 MS. SCHNEIDER: Okay. So Kathy, do you want to
14 give us the system performance viewpoint, as well.

15 MS. THOLIN: Sure. Actually, I think your
16 question fits into both places, because frankly, part
17 of our challenge is we need to know where we're trying
18 go in order to make the right decision that help us
19 decide what we would do in order to be more efficient
20 and to what end, and where are the priorities and what
21 are the priorities for the system.

22 So our working group has also met once in an
23 initial conversation about our charge and trying to
24 frame the questions in front us. And I guess we see

1 that we have a critically important task in relation to
2 the charge that we have been given by this task force
3 as trying to find ways to bring us closer to the
4 world-class transit system that we want to see.

5 And so the fundamental questions that we are
6 asking in our system performance group is how do you
7 better define, how do we understand what the components
8 of that world-class transit system are, how do we
9 understand that we have a common understanding in the
10 region as to what those performance goals are, and then
11 how the goals that we have -- how are we monitoring and
12 measuring them. And who's responsible for moving the
13 region into a better and stronger transit system to
14 service riders in the region.

15 So those are all big questions, but we think
16 that in order to do a good job at other parts of our
17 challenge, governance in particular, and finance in
18 particular, it requires us to have a vision, a common
19 vision of what it is that we're trying to achieve from
20 those activities and those improvements.

21 So the result of our discussions has been to
22 focus on -- we've categorized three broad areas for
23 performance of the transit system, um, and those --
24 actually you saw those in the broad questions that were

1 asked of the transit agencies yesterday; how are we
2 doing at meeting the needs our riders and the people
3 that use the system. How do you think about the
4 Transit's contribution to the broader economy and the
5 broader community, the broader community, and are we
6 operating -- how are we doing with the operation of the
7 system itself.

8 And our initial sense is that we, to the
9 extent that we have clear goals and objectives and
10 measurements and that we are focused primarily -- we
11 are focused most on that efficiency question and we
12 heard a lot about that yesterday. And probably second
13 on the riders question, how are we serving our riders,
14 at least on the question of the broader community, or
15 the goals and objectives from the broader community
16 side of things are more diffuse and spread out with
17 those goals existing in different places in different
18 ways.

19 So we've -- We think it's important to try to
20 get a common understanding of what the performance
21 goals of the transit system are in all three of those
22 and how other players see transit as contributing to
23 other regional goals, as well. And that we also
24 understand in that how we compare to other regions, how

1 our peers approach some of these same option.

2 So in order to start us down that path we
3 also have requested some further information and
4 discussions with, in this case, the transit agencies
5 and from CMAP as CMAP's role in some of the broader
6 planning questions that are part of the reporting plan
7 to talk with us about those goals and performance
8 metrics. We have a meeting scheduled for next week to
9 do that.

10 And we want, as well, to take a look at what
11 some of our peer transit system in other states, how
12 they have approached the question. And the question of
13 how to create a set of common goals that go across the
14 State holders in the system.

15 We're planning to go from there. We have an
16 initial meeting next week to gather some more
17 information.

18 MS. SCHNEIDER: So the system performance that's
19 happening at the meeting next week, is that going to
20 include inviting people to speak?

21 MS. THOLIN: Yes.

22 MS. SCHNEIDER: Who did you invite?

23 MS. THOLIN: A representative from RTA, CTA, Metra
24 and CMAP, I believe.

1 MS. SCHNEIDER: And then finance, um, is there

2 going to be a meeting coming?

3 TONY SMALL: October 2nd.

4 MS. SCHNEIDER: Is there any public testimony

5 going to be provided at that meeting?

6 TONY SMALL: RTA and the service board.

7 MS. SCHNEIDER: So they will also be inviting RTA

8 service boards.

9 From governance are there any upcoming
10 meetings with public testimony?

11 DR. SEN: We are supposed meet --

12 THE COURT REPORTER: Sir, you have to speak into
13 the microphone.

14 DR. SEN: We're are supposed to have a
15 conversation with -- next week --

16 MS. SCHNEIDER: We don't have a date, but we but
17 we're going to have some public testimony --

18 DR. SEN: And then maybe with another committee?

19 MS. SCHNEIDER: Yes.

20 DR. SEN: And then we were meeting on Wednesday.

21 MS. SCHNEIDER: October 2nd.

22 MR. FITZGERALD: We have an open schedule at the
23 moment. I think we're focusing on getting the
24 responses to the letters digested and seeing the

1 further responses, and we will at the appropriate time
2 schedule a meeting after that.

3 MS. SCHNEIDER: Nick, do you have a comment?

4 MR. PALMER: Just a quick comment. We discussed
5 this a little bit with Governance, and I think it may
6 applicable with be the whole Task Force is in a future
7 meeting you might want to have all the appointing
8 authorities attend and have questions, and maybe we
9 prepare in advance, because a lot of the discussion
10 purpose of this came out of the appointment process,
11 and some of the issues that Mr. Fitzgerald's committee
12 is the selective process, the removal tools that are
13 available to him, not available to him. But I think
14 having the Mayor, the Cook County Board President
15 authorities all come and give their opinions would be
16 useful because either they're going to have appointment
17 powers going forward or not, if you change to some
18 other system. So I think --

19 MR. FITZGERALD: I would agree with that, and I
20 think one of the things we should do is make sure we
21 get whatever questions of various working groups we
22 want answered ahead of time and with responses
23 beforehand and so we can cut to the chase and get to
24 the issues with the appointing authorities when they

1 appear.

2 MS. SCHNEIDER: Tony.

3 MR. PAULAUSKI: Tony Paulauski.

4 Just brain storming in terms of some ideas.

5 Last meeting we had was very helpful. I don't want to
6 let them off the hook. I think we need to have regular
7 meetings with the CEOs of the various service boards.

8 We've heard a lot from our Task Force about
9 the perceived lack of strategic planning and the
10 interboard cooperation, so I think that might be a
11 topic that we might want to raise, and if that, in
12 fact, is true and formally we could find out if there
13 is a lot of interaction.

14 I am very interested in the presentation by
15 CMAP and the talk about regional planning, how they
16 save in various perspectives. I'm wondering if maybe
17 this is too outlandish, but maybe we put the task to
18 the RTA or the service boards, take the scenario that
19 you're going out of business, we are going to lose
20 structure, what would you, in fact, recommend be the
21 direction to go? Do we have an inspector general? I
22 thought I saw something. Is there an inspector
23 general? I think it might be worthwhile to have the
24 inspector general come us to and talk about an

1 executive summary of their findings and recommendations

2 in terms of the governance and some of the issues that
3 we're talking about here. Finance and all the other
4 things I know that the inspector general that I work
5 with because it's an incredible resource.

6 So that might be something for this whole
7 panel; just some suggestions for future meetings.

8 MR. RAYMUNDO: Raul Raymundo.

9 Another suggestion maybe we would like to
10 expand also our region in terms of understanding, you
11 know, best practices models, comparing ourselves to
12 peer agencies and peer systems in this country.
13 Perhaps we want to look at what other countries that
14 have world-class systems where we can look at findings
15 on models -- other things that make sense that we can
16 apply to our system, as well.

17 MS. SCHNEIDER: The next item on the agenda is our
18 upcoming schedule, and right now we had tentatively
19 planned to have a meeting next week on October 1st
20 which I believe is Tuesday, but I wanted to get a sense
21 from the Task Force members if you thought we would be
22 a position to have some items to discuss by next
23 Tuesday, and I think that's going to rely heavily on
24 some of these working groups and the work they're

1 doing. And it sounds like a lot of those meetings
2 aren't going to occur until October 2nd or even after
3 that. So wanted to get a sense from the Task Force
4 members when you think it would be most beneficial for
5 us to have a or another Task Force meeting and whether
6 or not we should do a public hearing and invite people
7 to come and testify before us to follow-up on some of
8 the questions. So we would like to get some direction
9 from the members themselves on what they see as a good
10 schedule in the next two weeks. Obviously, we have to
11 prepare and present a report October 18th, and
12 what Pat Fitzgerald has to do, I want to make sure we
13 have enough time to get it right. So with that I'm
14 open to suggestions from the members.

15 Okay. Then George and I will decide. You
16 put your fate in our hands.

17 DR. SEN: My preference would be to do something
18 after October 2nd. There many groups meetings. We can
19 take -- We can have where we meet with someone and get
20 information as far as a meeting of this kind. Maybe
21 should be after that.

22 MS. SCHNEIDER: Okay. That makes sense.

23 Again, we have some scheduling constraints.
24 I know that we're going to be limited. There is

1 October 7th, the week of October 7th. We wouldn't be
2 able to have any Task Force meetings that week, and so
3 we need to keep in mind.

4 So that leaves the week of the report and
5 next week sometime. So George and I will have that
6 conversation and we will send something out. And
7 hopefully can you give you feedback at that point. And
8 also as to what you would like to see covered at the
9 next meeting. Again, if you want us to invite people
10 to testify, I think we got some very good suggestions
11 from you today about inviting appointing authorities to
12 the hearing, perhaps inviting, as Tony mentioned,
13 keeping the CEOs on the hot seat a little bit, and also
14 trying to the OEIG to maybe come and give us their
15 opinion. And if you have any other suggestions that
16 you don't have today that you would like to forward to
17 us, please let us know.

18 DR. SEN: Madam Chair, I would suggest -- you're
19 always talking about inviting chairs of the boards.

20 MS. SCHNEIDER: That's right.

21 DR. SEN: But I would like to suggest that we get
22 more experts, because I think more information is --
23 people who can cover a number properties and have seen
24 it all over the --

1 MS. SCHNEIDER: Very good. That's a good point.

2 And what I strongly suggest is as some of these working
3 groups are having their own meetings and inviting
4 people to come and testify, those are all public, and I
5 would invite all of the Task Force members that are
6 interested in those areas to attend even though you may
7 not officially serve on the working group you should
8 absolutely attend if you can to get as much out of
9 those venues as possible.

10 THE COURT REPORTER: I need you to speak up.

11 Adrienne Holloway: Would the same records be
12 provided for those meeting, because we have some cross
13 pollination of the representing organizations and
14 agencies that are going to be attending the similar
15 work group meetings that if someone cannot attend,
16 maybe the record of that meeting can be provided.

17 MS. SCHNEIDER: We will do court reporters at all
18 of these meetings so that everybody will get a
19 transcript of what happened in those meeting, make sure
20 that everybody is on the same level.

21 Also, the next item is the interim report
22 development and we have provided a draft, very general
23 outline of what an interim report might look like and
24 then we break it down, um, by working group, with the

1 recommended, like, high level draft of what that might
2 look like, and a general outline for what a final
3 report might look like. And I want to say thank you to
4 Patrick Fitzgerald, he supplied us with the report that
5 was done at the University of Illinois in, I believe,
6 their admissions. He is working at the Task Force. So
7 we took from that template and created this outline are
8 that at this point since we early in this process the
9 we would certainly like to Task Force members input
10 onto what this outline should look like, and hopefully
11 that will this help us frame how we create the final
12 report. We want to give people a sense of that. So I
13 had only seen this for the first time today, but get
14 back us to with any suggested change that you might
15 have or suggestions that would be helpful.

16 With that we are now in the public comment
17 period, and I think we have two public comments, two
18 people wanting to provide public comment at today's
19 hearing. I will call them up. David Hilligoss.

20 MR. HILLIGOSS: Thank you. I wasn't prepared to
21 make a statement today, but I was hoping it would be
22 for a later time.

23 MS. SCHNEIDER: Okay. That's fine. If you want
24 to do that -- Do you want me to read what you wrote on

1 your card?

2 MR. HILLIGOSS: It's not appropriate for this
3 point in the meeting.

4 MS. SCHNEIDER: Thank you. The other public
5 comment card that we received was for Mr. Staton.

6 MR. STATON: The comment I want to make is asking
7 about the performance measures you have been talking
8 about. I just caution that we look at measures that
9 include ridership, you then put a squeeze on services
10 which are less than rush hour or less populated. So
11 the measure that we came up with a number of years ago
12 is the availability of service. That's a measure which
13 I believe is useful metrics service available to the
14 public whether they've actually use it or not. It's
15 the availability of service that we should be looking
16 at in terms of overall metrics. Currently recognizing
17 also that currently none of the funding is actually
18 tied to any measures, so it is just we're needing
19 money.

20 Those are two comments I wanted to make about
21 the metrics. Thank you.

22 MS. SCHNEIDER: Thank you very much.

23 Finally, general discussion, I think we have 24 had a very
robust discussion this morning. I think it

MIDWEST LITIGATION SERVICES

1 was very informative in helping to frame other
2 conversation to go forward. Is there any other
3 discussion at this point from any of the Task Force
4 members?

5 Seeing none, then we adjourn.

6 Thank you.

7 (Proceedings concluded at
8 10:36 a.m.)

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1 STATE OF ILLINOIS)

2 COUNTY OF COOK)

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4 I, CHRISTINE LIUBICICH, a Certified Shorthand
5 Reporter of the State of Illinois, do hereby certify
6 that I reported in shorthand the proceedings had at
7 the meeting aforesaid, and the foregoing is a true,
8 complete, and correct transcript, to the best of my
9 ability, of the proceedings of said meeting as
10 appears from my stenographic notes so taken and
11 transcribed under my personal direction.

12

13 IN WITNESS WHEREOF, I do hereunto set my hand
14 at Chicago, Illinois, this 9th day of October 2013

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Certified Shorthand Reporter

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State of Illinois

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